



# Playing Favorites

## Discriminatory Regulation Hurts Washington Rail Industry

In a recent Department of Ecology environmental review of the proposed Millennium Bulk Terminals project in Longview, the state suggested the additional train traffic to the project could potentially pose a cancer risk to local communities from the diesel particulate matter from the locomotives. Meanwhile, as it disparages freight rail locomotives, the Washington State Department of Transportation (WSDOT) is welcoming their own trains in Seattle that are VIRTUALLY IDENTICAL. Neither train system poses any significant cancer risk to communities, but the state did not report on this factor in their analysis of WSDOT rail traffic, only in their comments for Millennium Bulk Terminals.

- This double-standard by the state blatantly favors urban centers, at the disadvantage of rural communities.
- Regulatory uncertainty discourages investment and shrinks the job market.
- The state is obligated to treat all companies as equal under the law.
- Freight rail is most environmentally sound way to move freight over land.
- Freight rail moves around 870,000 carloads of commodities through Washington every year.
- Amtrak and Sounder trains run on tracks owned by freight rail companies

### What's the Difference?



#### FREIGHT RAIL



#### WSDOT

Tier 4, Low Emission Locomotives	←→	Tier 4, Low Emission Locomotives
90% Less Emissions Than Pre-2000 Models	←→	90% Less Emissions Than Pre-2000 Models
High Safety Standards	←→	High Safety Standards
Provides a Critical Service	←→	Provides a Critical Service



## CONCLUSION:

The state is picking winners and losers by only alleging cancer risk against freight rail locomotives. The state must end this inconsistency and allow freight rail to operate with equal freedom under the law.